

# Official and Classified ADVERTISEMENTS

Continued from Page 15

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Interested in offers of all other makes and types. Top cash prices paid. Immediate collection and payment.

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Telephone (0429) 66446 as their agents in the Hartlepool area, for trammel nets, gill nets, trawls and accessories.

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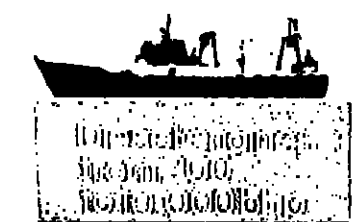
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**MIRRELS BLACKSTONE DIESELS**

June 24, 1977 No. 3933 Est. 1913 15p



# HUMBER FLEET GEARS UP FOR MACKEREL ATTACK

A FLEET of 40 freezer and deepsea trawlers from Hull and Grimsby is expected to hit the south-west mackerel grounds next season. With a big fleet coming down from Scotland, plus the possibility of 40 licensed Russian trawlers being switched on to the mackerel, the Cornish grounds could become like Piccadilly Circus at rush hour. This Humber attack on the mackerel was revealed at the Catch '77 fishing show which closed in Hull on Sunday. Sonar, pelagic net and strapping machine manufacturers pulled in big orders.

While a British Fishing Federation spokesman told *Fishing News* that over 20 trawlers from Humber-side were expected to go on mackerel, from indications at the exhibition this figure looks like being doubled.

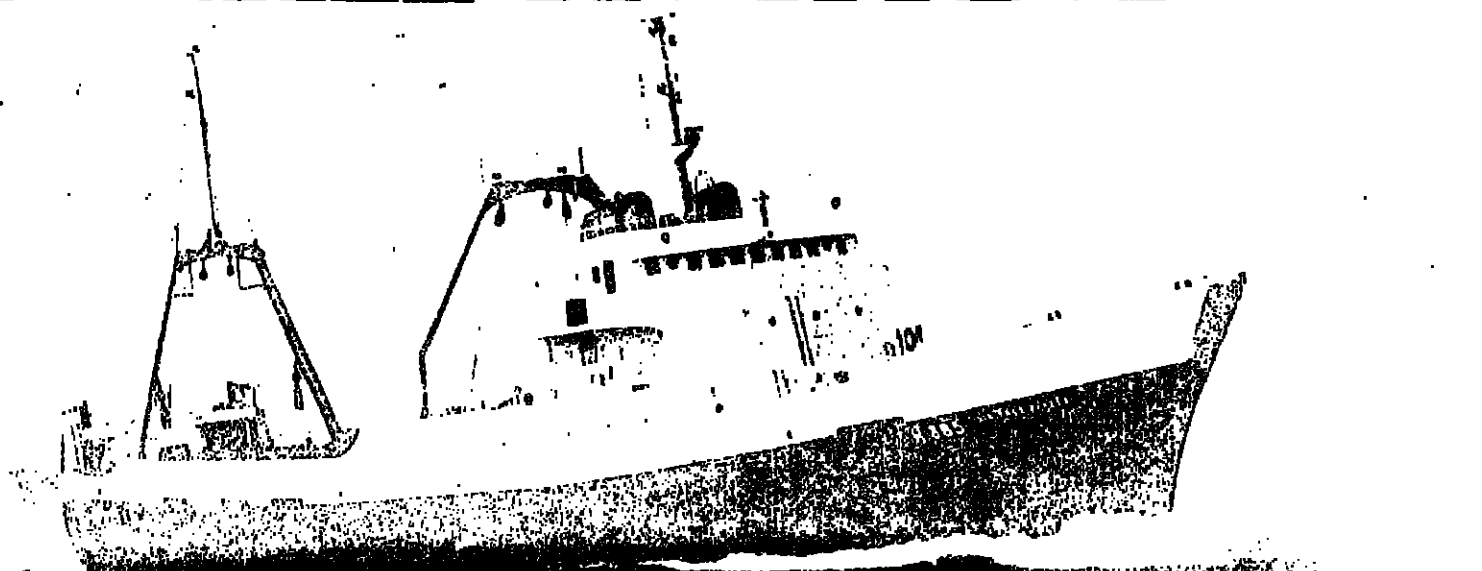
The BFF has already informed the Ministry of Agriculture, Fisheries and Food and the South-West Economic Planning Board of its plans for mackerel fishing. Milford Haven and Plymouth are to be the main landing bases.

This huge upsurge of interest in mackerel has brought big orders for Wesmar sonar gear and Gordian polypropylene strapping equipment. Orders for these sonars - priced at £5,800 each - totalled over £250,000 at the show.

The Wesmar SS220 high-frequency sonar, in conjunction with the SS230 model, has proved a very effective combination for locating mackerel. Among the 40 orders for SS220 sets was a unit for the stern trawler *Hammond Innes*, which is one of the most successful wet fish ships on the Humber.

In addition to a lot of freezer trawlers already fitted with Gordian strapping machines, orders have been taken to equip a further eight ships. These include Marr's *Cordella* and *Northella*; Boyd's *Arctic Buccaneer*, *Arctic Raider* and *Arctic Freebooter*; Boston's *Sir Fred Parkes* and *Hamling's St. Jason*.

South-west, fishermen could also be getting a first look at Britain's biggest purse seiner which joined the Scottish fleet earlier this year.



The Hull freezer trawler *Sir Fred Parkes* looks bound for the mackerel grounds next season.

A specially strengthened mackerel net has been ordered from the Norwegian firm of Norsnet by Skipper Jim Slater for his 148ft. *Fraserburgh* - registered purser *Sette Mari*. There have also been heavy inquiries from Humber-side for Norsnet mackerel trawls.

See COMMENT page 6.

## ... new plant at Plymouth

A BIG NEW mackerel and crab processing factory is coming on stream at Plymouth. The plant, based on Lockyer's Quay, will employ up to 100 people at the height of the mackerel season.

Over £100,000 worth of processing machinery has been installed and crab exports this season are expected to total 25m.

The factory is a combined operation between Sutton Harbour Improvement Co. Ltd. and Tamar Fish Processors Ltd. which has operated for the past two years from smaller premises on The Bar.

Tamar Fish's managing director, Bill Dugmore, spoke this week of the company's prospects.

He said about 20 boats from Plymouth, Dartmouth and Combs would be landed to the factory during the

crab season which runs from June to December.

"We expect to deal with 2,000,000 lb. during the season," he said.

"We shall be producing white and brown crab meat for the British market and also expect to export it."

Continued on back page

## Hot reception

SCOTTISH fishermen are preparing a hot reception for EEC Fisheries Commissioner Finn Gundelach who is due to arrive in Aberdeen today (Friday).

Over 500 fishermen and their families are expected to converge on Aberdeen to stage an anti-EEC march down Union Street. The march will end at the Beach Ballroom, where Mr. Gundelach will be answering questions about the EEC fishing policy.

During his visit, made at the invitation of the Scottish Fishermen's Federation, Mr. Gundelach is expected to be taken to Peterhead and Fraserburgh where he will meet local skippers. Scottish fishermen now view this as a last chance to put their case to the EEC before the fisheries ministers meet in Luxembourg on June 27.

In Hull last week the Agriculture and Fisheries Minister, John Birt, was doubtful that the Luxembourg meeting would reach agreement on the Common Fisheries Policy. He pledged that the government would do all it could to get a satisfactory agreement, but warned: "We have a long haul to get our special position recognised by our Community partners."

## Shell is catching

Shell marine oils are as much a part of the sea as these fish.

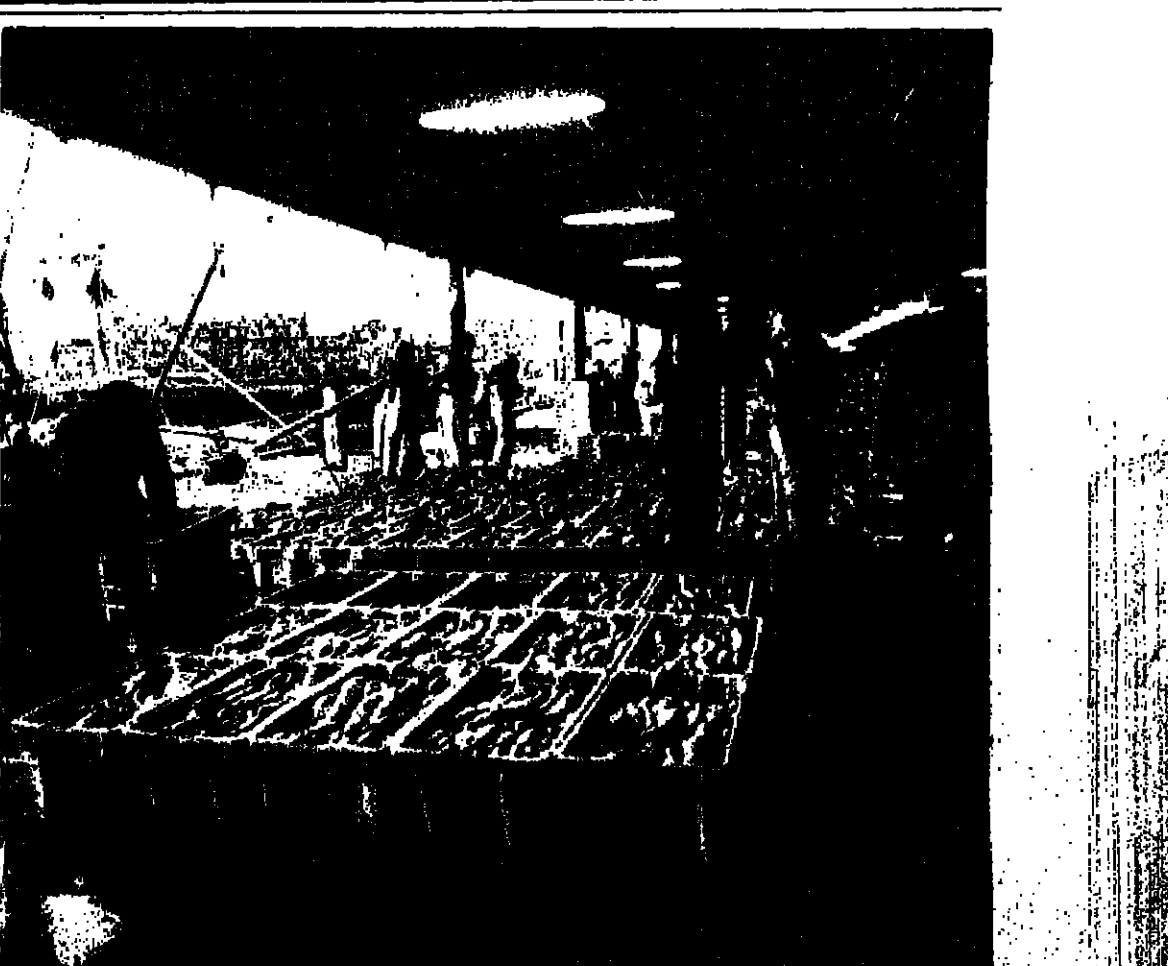
Britain's top trawlermen rely on Shell to help them bring home a consistently fine catch. And once in port, they look to Shell again for the on-the-spot servicing today's trawlermen need.

At Grimsby, Lowestoft, Fleetwood.

Hull and Aberdeen, Shell are the main bulk oil suppliers. Elsewhere, they're ready in the dockside of every major fishing port.

Even while you're at sea, Shell technology is on call. Extensive research facilities are there to help you. With so much at stake, it pays to pick Shell.

**SHELL MARINE LUBRICANTS**



## SALMON QUEEN



THE Tweed Salmon Queen for 1977 is Lorraine Little (above) of Tweedmouth, Berwick. Lorraine, a pupil at Berwick High School, has been named Queen by the Tweedmouth Feast Committee. Her coronation next month marks the start of the Feast Week celebrations. This is one of the most colourful events in the Border calendar and is normally watched by hundreds of holidaymakers.

**TWO BIG Bear Island** trips from BUT's *Vivaria* (Skipper Roy Kurz) and *Ross Rodney* (Skipper Geoff Carsberg) were the highlights of Grimsby's three-day Jubilee week landings.

Trade - never easy after a holiday break - stood up remarkably well and quayside prices held firm to last weekend.

*Vivaria* was first with a grossing of £50,755 from 1,841 kits when the market resumed on the Wednesday, but *Ross Rodney* just edged her out 24 hours later.

She put ashore 1,939 kits and collected £50,897. Both vessels landed 24-day trips.

The Bear Island grounds came good just at the right time to prevent another 'wash out' for the distant water fleet and five trawlers landed a total of 7,519 kits, mostly much-wanted codstuffs, at an average of £27.15 per kit: a big improvement.

In the middle water section results were not quite so good and fishing on the Westerlies was rather patchy. Nevertheless, BUT also pulled out a fine trip from *Ross Rodney* (Skipper Denis Speck). She turned out 1,057 kits, including over 200 of haddocks, 350 of cod and 330 of coley, after 17 days and she was miles ahead of everyone else on £28,591.

Sister-ship *Ross Panther* (Skipper Wally Stokes) was the only other middle water craft to top £20,000. She earned £20,696 from a nicely mixed 737-kit catch and was followed by Taylor's *Logano* (Skipper Bob Penketh) on £18,266 from her 805 kits.

Seiner honours were spread fairly evenly among all the agencies. Richardson's *Linda Lee* (Skipper Chris Olesen) got among the lemons, which helped to boost her grossings from 210 kits of quality fish to £7,961. This was enough to hold off the Danish-registered *Edley* (Skipper Leif Gravensten) with a 240-kit cod and plaice special worth £7,700.

Third spot went to *Saxon King* (Skipper Barry Emerson) on £7,202 from 234 kits through the Tom Sleight (F.S.) Ltd. agency.

John R.'s pair *Jean Scott* (Skipper Phil Scott) and *Golden Venture* (Skipper 'Pete' Pulfrey) wrapped up the pair trawling section with a combined grossing of £24,951 from 821 kits, mainly big quality cod.

**R. C. 'BOB' RUSHMER**, secretary of North Norfolk Fishermen's Society, was awarded the BEM for his services to inshore fishing in the recent Jubilee Honours List. In 1952 he was appointed fishery officer with the Eastern Sea Fisheries Committee and in December 1972 he retired to run the local fishermen's society.

**GRIMSBY'S** top pair trawlers, *Frances Bojen* and *Margaret Anjen*, are on the slip for a refit. This is the first time since *Margaret Bojen* arrived in spring 1976 that the pair has taken a break.

**HAROLD BAKER** (63) of Fleetwood has retired after a 47-year career with owners J. Marr. He joined the firm in 1930 and became ship's stores manager and buyer.

**MILFORD Haven's Norrad** Star made her biggest ever grossing last week. Skipper John Rogers caught 237 kits on the Scottish grounds to gross £7,035 in the 21-year-old craft.

**LOWESTOFT'S** latest beamer *Suzanna*, managed by Tempo Fisheries, has set a class record at the port with a £9,022 grossing. John Warren skippers the former Dutch craft which has her owner, Roger Klyne, sailing as engineer.

## Billingsgate

THE SUPPLY of delicatessen lines is a fairly new development in Billingsgate. That is to say the sale of fish products in a finished, ready-to-eat form, as opposed to the raw materials for someone else to make up.

Perhaps one of the reasons is the increase in the amount of hot-smoked fish available. Indeed, the hot smoked products are being sold through many other outlets than the traditional fishmongers. Certainly smoked fish is a basis of a number of patés which are now being sold.

Finding a use for the trimmings which result from the making of smoked salmon led to the first of these patés. The combination of finely ground fish with butter to form a paste appeared fairly simple, but difficulties were encountered due to the high salt content of the trimmings. So firms as Josco Ltd. seem to have overcome the problem and have achieved a very desirable product largely from material which previously would have been thrown away.

The availability, both at present and in the past, of mackerel has led others to consider ways of increasing the public acceptance of this fish. There is no doubt that the smoked mackerel fillet, itself a delicatessen line, is one of the market's few growth points.

One of the more ardent searchers for new sales lines is Morris Faulberg of W. & F. Wonderfoods Ltd., not a Billingsgate firm, having its premises at Chalk Farm in North London. All the same, it is a loyal and staunch supporter of the market. In recent weeks he has produced a number of quite exciting patés based on smoked mackerel. Naturally the exact details of his recipes are not available but it is hoped that the patés will be - probably through his Billingsgate collaborator, Peter Bennett of Walter Bannan Ltd.

That collaboration has already meant that W. & F.'s ready-to-eat herring products are available. These are marinated products, with various delicious additions to skinned herring fillets - onions, cucumbers or mayonnaise. For those who prefer a less harsh flavour than that of rollmops and Blarney herring, there is a herring fillet, sweet cured Norwegian herring fillets, topped with a generous helping of onion rings.

Our customers, the fish fryers, were one of the earliest proponents of 'convenient' foods, based very firmly on sales of cod. As supplies of this fish become more difficult, it is good to see Billingsgate adapting by providing convenient foods from species which may reasonably be predicted to increase in availability.

## SANDEELS POUR IN

THERE are no signs of the summer sandeel fishing season petering out at Grimsby.

The local meal factory worked through the Saturday before the Jubilee holiday to clear vessels and had another very busy time last week.

*Tino* (Sk. Peter Thinnesen), back in business after being re-engined, and *Samantha* (Sk. Hugo Thinnesen), spearheaded last week's local effort. They had landings of 50 and 80 tonnes respectively.

But *Samantha* it was the second time in five days, including the Jubilee holiday, that she had landed. She put ashore 97 tonnes on the pre-Jubilee Saturday.

The sandeels are close to the Humber and Danish arrivals were also prominent. *Lia Frank* (HG 256) was the first to break three figures with just over 100 tonnes.

There was also a turnout in the region of 100 tonnes from *Rikka Holm* (E 582).

## OIL BAN? Taken off

HAMISH Watt, Scottish National Party MP for Banffshire and spokesman on fishing, has called on Anthony Wedgwood Benn, Secretary of State for Energy, to stop the loading of oil from the Mess Field into tankers at sea.

Morey Firth fishermen are very concerned at the loss of a valuable fishing ground which would be caused by the constant presence of tankers in the area.

A TOP north-east Scottish skipper was air-lifted to hospital on Tuesday after his vessel on Tuesday being taken ill 100 miles off Peterhead.

An British Airways helicopter was involved in the mission after *Alfred* (HG 256) of Peterhead, having been taken to hospital by a local ambulance.

Skipper *Alfred* was taken to Aberdeen Royal Infirmary.

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# Gill-netter skipper wins Grimsby lumper battle

GRIMSBY inshoremen can continue to unload their boats under present rules following a victory in a stand-up fight by the port's lone gill-netter skipper, Eric Loss of Wardley.

An industrial tribunal has over-ruled the National Docks Labour Board which has sought to impose new regulations forbidding inshore fishermen their traditional right to discharge their own catches.

Skipper Loss, and David Ellis, owner of the inshore boat *Jan-Erna*, opposed the NDLB.

They took the matter to arbitration and, after a 5-day hearing, the tribunal sitting at Lincoln announced its decision in favour of the inshore fishermen on Monday.

Full details of the findings will not be known until mid-July as the chairman of the Sheffield-based tribunal office is in America. However, the decision has been announced informally to clear the air.

The news was greeted with relief by the inshore industry at Grimsby. The NDLB would not comment pending the publication of tribunal findings; however, it will act on the informal announcement.

It had been feared that a ruling against the inshore men would badly hit the industry at Grimsby and, particularly, the visiting inshore liners which land choice dogfish during the summer.

## RESEARCH TRAWLER FOR SALE

THE 22-year-old former fishery research trawler *Sir William Hardy* is for sale 'as lying' at West India Dock, London.

The 130 ft. side trawler-type craft was replaced in April this year by the former Boyd Line freezer trawler *Arctic Privateer* which was re-named *G. A. Reay*.

Aberdeen's Torry Research Station operated *Sir William Hardy* which has a moulded breadth of 27ft.6in. and moulded depth, 15ft. Her light displacement is 485 tons.

Offers for the ship must be lodged with the Department of Trade in London by July 26.

Right: Skipper Eric Loss — a victory for the port's inshoremen.



## THREE BEAT £60,000

THE FIRST three days of this week provided Grimsby with trips of over £60,000-plus one of the best middle water performances this year. And all from the one company—British United Trawlers.

All three distant water trips were to Bear Island and

on Monday *Northern Gift* started the ball rolling with £60,332 for 2,145 kits from a 25-day trip.

On Tuesday, *Ross Renown* hit £65,280 landing 2,266 kits from a 25-day trip.

A £65,890 trip by *Ross Revenge* on Wednesday

capped the lot. She had been 24-days on the grounds for 2,266 kits.

In the middle water section, the week started off extremely well when on Monday *Ross Leopard* made £81,485. After a 17-day trip to Faroes/Westerlies she brought back a mixed catch of cod, haddock and coley.

## SILKIN — 'a fighter'

"IN MY opinion Silkin is a fighter. We must fight with him and help him win through." These were the words of one of Britain's leading trawler owners in Hull last week.

Speaking at a conference on the future of the fishing industry, Andrew L. Marr, president of Hull Fishing Vessel Owners' Association, said that the whole future of the fishing industry depends on the successful outcome of negotiations with the EEC.

While Mr. Marr seemed confident that the Minister would put forward a strong case for Britain, he pointed out that support from the Ministry had been sadly lacking on the problems of quotas and licences.

Restrictions regulations have made fishing a nightmare for trawler skippers, said Mr. Marr. Legislation has not been of little help.

Mr. Marr pointed out that on one occasion his trawler manager had to make a trip to Newfoundland to get the licence situation for their fleet sorted out.

There was also a warning for the unions. "The unions have refused to even consider our decasualisation proposals," the fishing industry will never tolerate a closed shop, said Mr. Marr.

"If shop stewards take on ships, my company will up its fleet," he added.

Conference report next week.

## TIGHTEN UP ON LICENCES

A STRICT licensing system for third country vessels has been called for by the European Parliament.

This was made after debating the EEC Commission proposals to replace the present temporary system which runs out at the end of the month.

The new system will be a permanent one and the Parliament said that the

licence should state how much fish of each species boat could catch.

It should also specify the fishing method and type of gear the boats could use.

The Parliament also called for Community aid to member states which join the fishing limits extending 200-miles at the beginning of this year.

Following the extension of the limits, the Commission negotiated the licensing arrangements with non-member countries, most Eastern European, under which they were given quotas of fish they could take from Community waters in specific vessels.

## Charging

The Assembly proposed that a fee should now be charged for the licences, but did not say how much it should cost.

The interim licensing system for non-EEC countries was extended for another three months yesterday. The present agreement was due to end this month.

Fish catch quotas for on third countries by the EEC will also be extended for the same period.

## Drift ban stays

A BID to get the ban on drifting for salmon in Scottish waters lifted has failed.

The Under-Secretary of State for Scotland, Hugh Brown MP, turned down a request by Hamish Watt, SNP MP for Banffshire, to consider ending the ban.

The Scots are the only fishermen in the EEC hit by the ban and Mr. Watt expressed anger at Mr. Brown's reply. He has threatened to take the matter to the European Court of Justice if necessary.

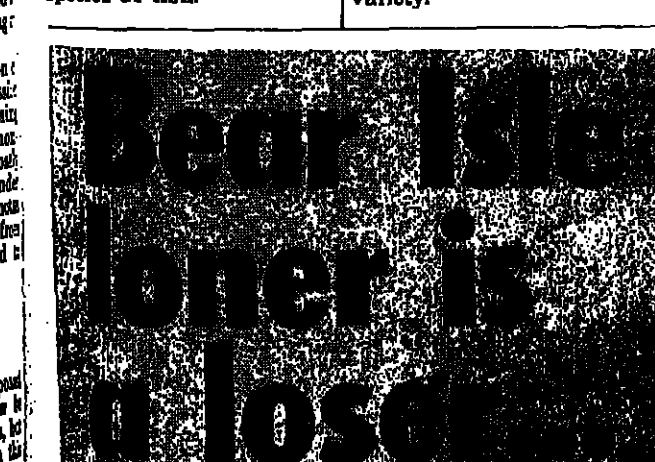
## Lucky

Mr. Watt, in a sharply-worded statement, said it is absolutely ridiculous that a Socialist government should agree to a measure which was designed purely to protect the interests of a few riparian owners and anyone lucky enough to be granted a licence to fish for salmon in the reaches of the rivers.

Scotland's fishermen are quite prepared to operate strictly under licence and from vessels under 40ft. which cannot go into deep waters searching for other species of fish.

During February this year 1,760 tonnes of fish worth £709,929 were landed. This compares with figures for February 1976 of just under 1,700 tonnes and £699,989. Cod was again the port's main variety.

The season is still in its very early stages, with only



FLEETWOOD'S only distant water landing last week made a loss.

The stern trawler *Boston Beverley* (Skipper Hugh McMillan) returned from Bear Island after 24 days with 948 kits, including more than 900 of cod, which sold for £27,339 — far too little on a voyage of such length and distance.

It was left to a vessel working middle-water grounds to set the week's top grossing, *Irana* — a stern trawler which previously worked distant waters — was commanded by homewater ace, Tom Christy, during a voyage of 17 days to the north Scottish grounds.

He continued his previous success in the smaller stern trawler *Idena* by bringing *Irana* back to port with 856 kits — including 800 of cod, 100 of haddock, 170 of coley and five of plaice — which sold for an excellent £27,800.

*Irana* — a larger version of *Irana* commanded by Skipper John Burns — also worked middle-waters. She was rewarded with 956 kits, which included five of plaice and 460 of cod, which sold for £25,864 after a 15-day trip.

Also found the fish. Under the command of Skipper David Geddes, she

## MANX SEASON STARTS WITH MINI HERRING

EARLY season herring being landed in Manx ports are so small that questions were being asked about them in the Isle of Man Parliament, Tynwald, this week.

Manx MP, Norman Radcliffe, told members that fishermen were expressing concern about the "exceedingly small dimensions" of the herring. He also called for immediate action to conserve Irish Sea herring stocks before it is too late.

The season is still in its very early stages, with only

two Manx and two Ulster boats operating. Herring catches so far have been satisfactory in number only.

A spokesman for the Manx Board of Agriculture and Fisheries commented: "The herring are of mixed quality, as they generally are at this time of the year. But they do tend to be on the small side."

The real Manx herring season got off to a quiet start at the end of May. During the first week — ending on June 4 — 1341 units were landed at Peel. They earned a total of £23,000 and there were 600 to 600 fish per unit.

The total catch for the week ending June 12 was up to 2111 units and these averaged £22 per unit at the auction.

The weather has kept prices fluctuating. On Wednesday of last week the one unit landed sold for £34; the day before there were 29 units.

"There is nothing at all dramatic yet about the catches," the spokesman said. "The boats are averaging between 20 and 30 units a day."

Despite their diminutive size, most of the fish are being bought up by local curers for kippers.

## Signal: close

THE RADIO signal station at Killingholme, on the south bank of the Humber, which controls trawlers bound for Hull docks is to close next Thursday due to lack of work.

The three men manning the station are to be sacked because the Hull fleet has declined so much it cannot make full use of the round-the-clock service which includes allocating berthing turns.

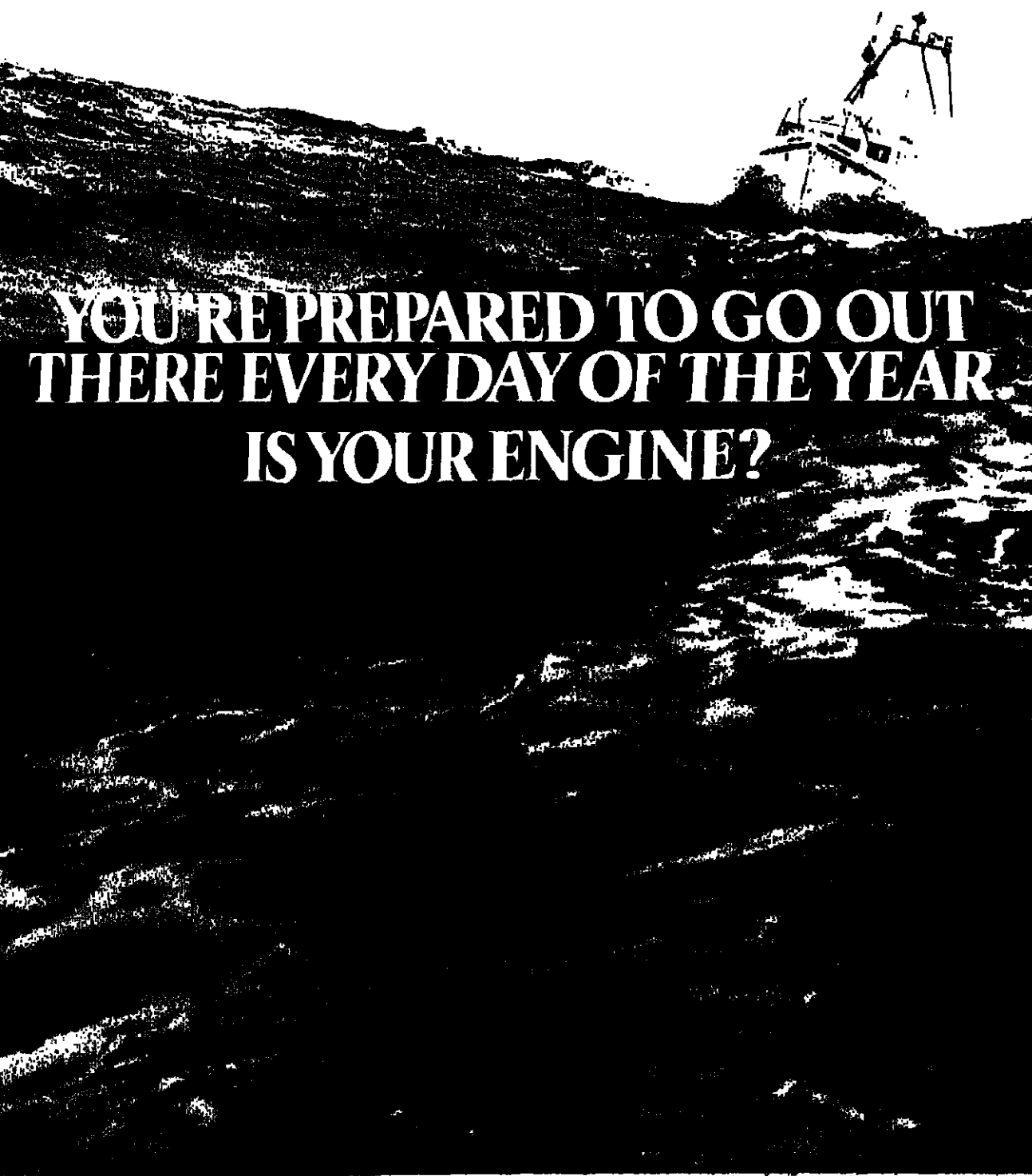
Hull Radio, a port information service operated by the British Transport Docks Board, will take over from Killingholme.

A spokesman for UK Trawlers Mutual Insurance Co. Ltd. told *Fishing News*: "Not long ago trawlers used to be queuing to enter the Hull fish dock but, now, if we have two ships waiting that is quite an event."

"The closure of the Killingholme station is an economy measure brought about by the lack of vessels using the station. There is no question of the facilities offered to trawlers being affected by this move. There will be no change in the facilities for trawlers to receive information and instructions regarding movements, docking times, safety and hazards. This function will now be carried out by Hull Radio, which will maintain a 24-hour service."

A former member of the Hull fishing industry recalled that the Killingholme Signal Station was built in 1839 by Hull Steam Trawlers' Mutual Insurance Co. in the days when Commander F. W. Hawkrigge was manager and secretary; this concern now forms part of UK Trawlers' Mutual Insurance Co. Ltd.

Until the opening of the Killingholme Station shortly before World War 2, a signalman at the lock head of Hull's old fish dock used to give trawlers their berthing turn numbers.



YOU'RE PREPARED TO GO OUT THERE EVERY DAY OF THE YEAR. IS YOUR ENGINE?

## Just for the record

Kelvin Hughes have introduced two multi-purpose echo sounders, the Depmar 103 and 131. Their economical price belies their performance, and their size and reliability make them ideal for the smaller vessel.

**DEPMAR 103**  
The DEPMAR 103 has eight depth ranges between 0 and 280 fathoms. Sounding rate, paper speed and pulse length are automatically adjusted to the range in use. Power consumption is only 29W from a 24V d.c. supply, and compact 50 kHz transducers are available for wooden, fibreglass and steel vessels. Adjustable white line, and 'bottom anywhere' are featured for fishing.

**DEPMAR 131**  
Smaller than the 103, the DEPMAR 131 is only 210 x 290 x 150 mm and weighs 6.6 kg (14.4 lbs). It has six depth ranges between 0 and 120 fathoms with alternative scales to 240 fathoms and, in addition, a 'fisher' with two range scales, providing for paper economy on passage. The DEPMAR 131 has 4 inch wide paper compared with the 103's 6 inch, but like the 103 it has white line, a 'bottom anywhere'

facility, and very low power consumption. Alternative 50 kHz or 200 kHz transducers are available for wooden and fibreglass vessels, and a 50 kHz transducer for steel vessels.

Depmar 103 and 131 echo sounders are available now from Kelvin Hughes. Write or phone for full details.

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You've got a choice of seven engines from the OM 616 (340 HP)

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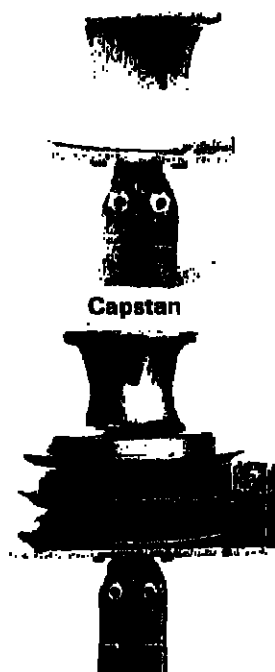
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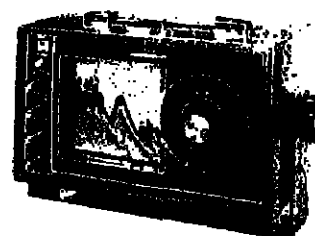
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DRE



Early morning start for the Minister of Agriculture and Fisheries, John Silkin (third from right). During an escorted tour of the Hull fish dock he saw fish being discharged from distant water ships and sold on the market.

THE PORT of Hull provided a strange contrast last week. While the sadly depleted fishing fleet managed an average of only one landing a day, just half-a-mile down the dock huge sums of money were being spent on fishing gear at the Catch '77 exhibition which closed on Sunday.

Somewhat hard-hit trawler firms were dredging up funds to re-equip the deepsea fleet for pelagic fishing on a massive scale.

This move was well in line with the direction for British fishing pointed out by the Minister of Agriculture and Fisheries, John Silkin.

At a press conference staged after he had officially opened the show, Mr. Silkin said that in the long term

British fishermen would have to concentrate on the stocks available close to home.

Perhaps the most hopeful note sounded by Mr. Silkin was when he said that Britain must reserve the right to bring in her own conservation measures if those proposed by

the EEC were insufficient to save stocks.

Adding to the drive for pelagic fish, the White Fish Authority was handing out samples of blue whiting and mackerel for visitors to try at the show.

While the exhibition did

not attract quite the volume of visitors as the in the same series at the deen last year, there was plenty of top fishing talk about.

The qualms of many exhibitors marooned in a dingy deepsea port must be eased when they saw some of the top names on the inshore scene around. The including skippers like Dick Smith, Jim Slater and Aitchison. There were also groups of fishermen from Scarborough, Bridlington and Whitby at the show.

While there were a few skippers around from the Westcountry, Peter Burt who works Broadside in Plymouth told *Fishing News* that he was appalled by indications at the show of huge mackerel invasion. While the Hull trawler owners were out in force even sporting their own — representatives of Grimsby trawler firms were thin on the ground.

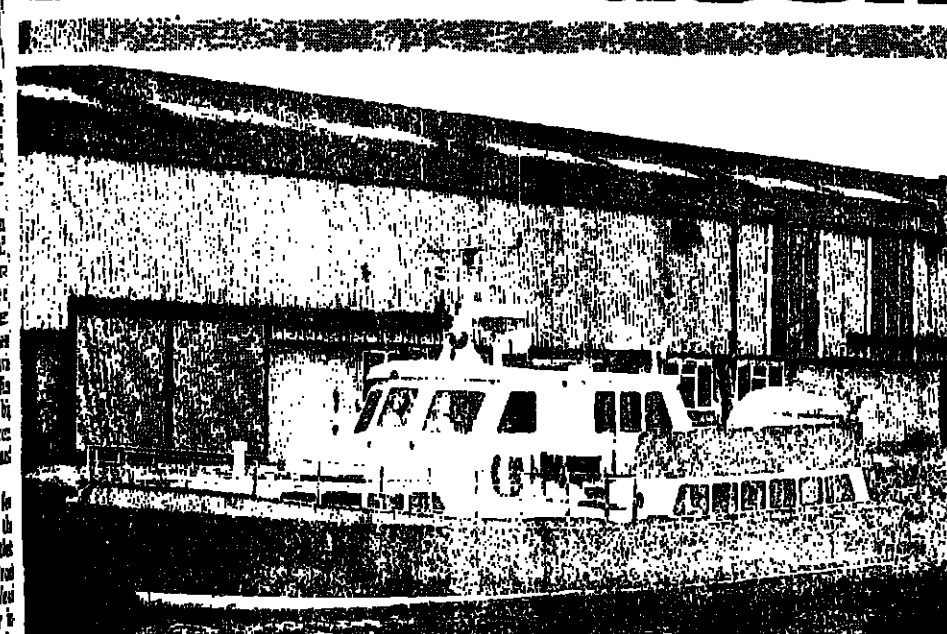
One of the big success stories at the show was from a small firm from Penarth, Shortway Rope Guides Ltd. First time out at a fishing exhibition this firm brought a newly-developed rope towing roller (*Fishing News* June 5), and walked off sales of nearly £150,000.

One Scottish stern trawler operator is reported to be shown interest in trying Shortway rope guide in place of conventional gillnet.

Another first-timer at the show was Sait Electronics, a big range of radio and navigation equipment seemed to go down well.

*Fishing News* will be taking a close look at the equipment in the coming weeks.

## Showtime on Hull dock



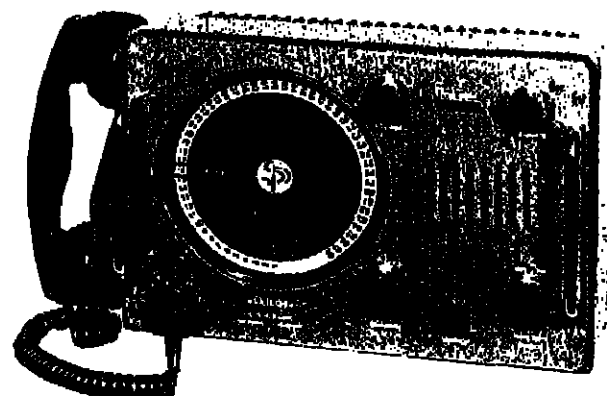
Above: The Minister holds an oil painting of the freezer trawler *Cordella* which was presented to him by the exhibition organisers.  
Left: The 54ft. yacht *Navigator* sailed into Hull as a floating showcase for a range of electronic equipment manufactured in Norway. UK agents for this equipment, Sait Electronics, also had a stand in the main exhibition.



Above: The Minister on the White Fish Authority stand talks to technical director 'Bob' Bennett (right) and the chairman, Charles Meek, looks on.



Below: The Minister takes a look over the freezer trawler *Cordella* accompanied by trawler owner Andrew Mann and Fisheries director of the fleet, Charles Meek (left).

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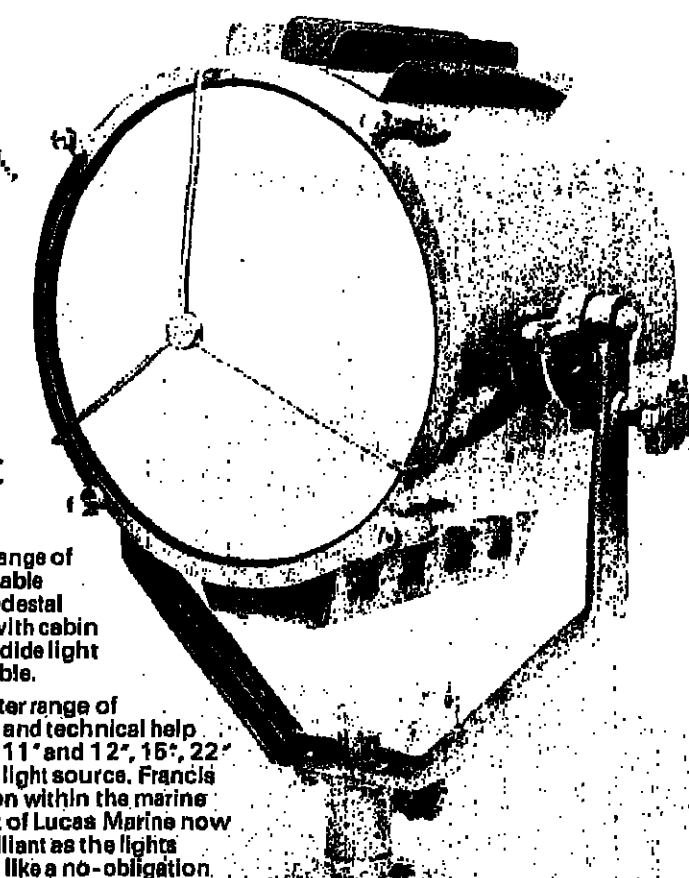
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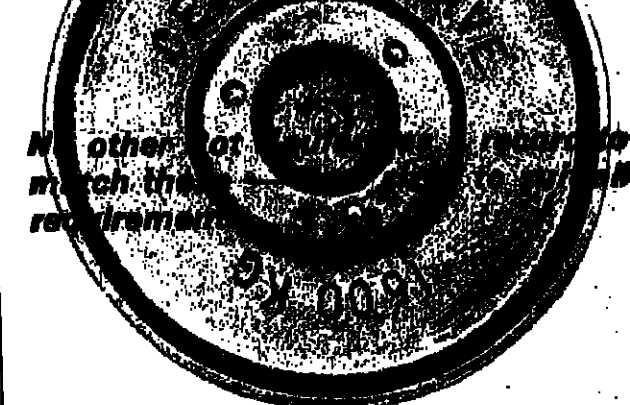
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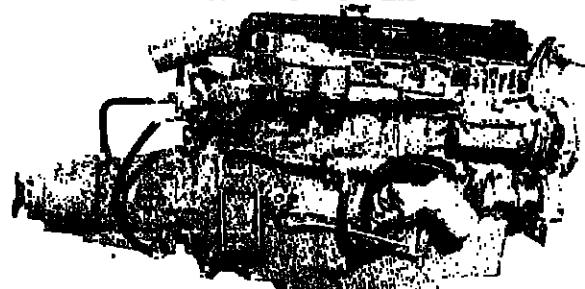
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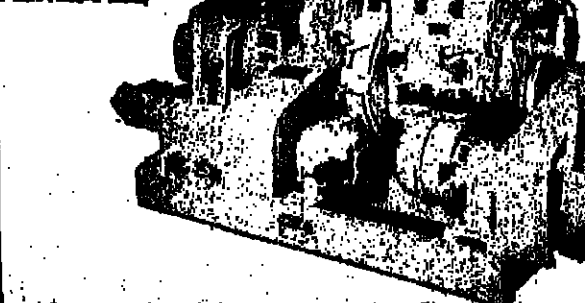
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# COMMENT

## Keeping credibility

FEARS EXPRESSED at a fishing conference in Hull last week that Norway will call a halt to heavy EEC fishing off her coast bodes ill for the future of fish stocks around our own coast. This is seen from the plans of Humber trawler owners who are to intensify their effort on the south-west mackerel grounds next season.

If the Norwegians do blow the whistle, then the only alternative for the deepsea fleet — other than mackerel — is to go to the Westerlies or be laid up.

Over the past two years, the intensity of fishing on the mackerel has caused huge concern among Devon and Cornish fishermen. Now all looks set for the biggest assault yet on the stocks.

Last season there were abortive efforts between the producer organisations and the Ministry to try and regulate fishing. These were mainly aimed at solving marketing problems. But this time Britain's reputation as a conservation-minded nation could be at stake if fishing gets out of hand on the mackerel next winter.

After all the criticism from Britain about the attitude of EEC fishermen to conservation, the way we handle the mackerel fishery will be closely watched abroad. A false move on the mackerel could see not only the loss of an important stock, but also our credibility at the negotiating table.

## Adrift on the river

A LETTER published in *Fishing News* this week from the British Fishing Federation, takes issue with us because of our lack of enthusiasm about the effect of the Thames trawler demonstration, which was expressed in this column last week. As the mainspring behind the protest we would expect the BFF to defend itself against these criticisms.

As far as organisation was concerned and as a spectacle, the demonstration was an obvious success. This is why, along with national newspapers, we gave the event wide coverage.

In saying that *Fishing News* was the "odd man out" among all the newspaper views, the BFF is quite right. Unlike them we just did not stand and admire the spectacle, but went further and examined the effect it was having.

Our's was probably the only reporter on the entrance to Tower Bridge who spoke to car drivers sweating out in a two-mile long traffic jam... and they were definitely not sympathetic towards the demonstration. The people referred to as waving enthusiastically on the river banks, were mainly tourists with time to spare.

If the demonstration had been splashed across the pages of papers in other EEC countries, it could perhaps have been claimed to be effective. It is these nations we are trying to convince that wider limits are a necessity for our industry.

We also think it naive to claim a Cabinet Minister was complimentary about the demonstration. This usually means the action did not have enough effect to embarrass him.

It would be very difficult to claim that there was widespread support among the industry for the demonstration. Even a major BFF port like Grimsby, could only manage to send one old side trawler from the biggest privately owned fleet in the world, plus a small seiner.

The West country fleet, which played a leading part in the Thames demonstration of 1971 never even managed a representative this time. No doubt they remember that the BFF (then known as the BTF) refused them support and told inshoremen that a six-mile limit was enough for them.

# fishing news

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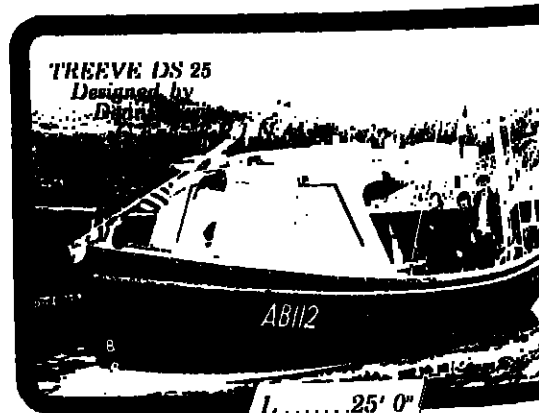
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# 'Stab in the back'

## LETTERS

SIR, Widespread and sympathetic press, radio and television coverage, the main objective of the Thames demonstration, was achieved. MPs gave their support and praise. The Minister for Agriculture, Fisheries and Food, John Giddens, welcomed it and complimented the industry on its organisation.

Then, like a stab in the back, *Fishing News* is published three days later with a harshly critical comment on the event. It is ironic that the cynical Metropolitan viewpoint expressed in one of the industry's leading publications should be at variance with the rest of the capital's media. Even the story appearing alongside your 'Comment' served to emphasise that *Fishing News* was the odd man out.

You are, of course, entitled to your personal view. I hope you will grant us the space to say that view was not only unjustified but, on all the evidence, incorrect.

Regrettably, we have to underline that by putting certain facts right, Tower Bridge was not 'kept up for hour-long stretches'. The bridge's official log records that it was raised between 1134 and 1159 hours and 1259 and 1333 hours — 26 and 34 minutes respectively.

Doubtless we did irritate some drivers (and it could be, of course, that *Fishing News*'s own ulcer was protesting at a delayed lunch) but those who took part, including our friends from Billingsgate who distributed thousands of stick-on badges to the cheering crowds on the banks and bridges, are in little doubt that we both won friends and influenced people.

The unkindest cut of all is your claim that it was "poor reward" for the fishermen who took part. We all felt amply rewarded. As we saw it the big vessels out the scene and that magnificent surge through Tower Bridge by the flotilla of smaller vessels provided the highlight.

As *Fishing News* circulates to some of our remotest fishing communities not exposed to the full blast of the London media, we would like to make it clear that you are almost alone in labelling the

the press conference for "seeming to find it difficult" to frame reasons for support for our 50-mile claim, may I repeat our opening remarks at the conference.

We were there to tell the press of the plans for the demonstration the following day and not, primarily, to go over again what is now a well-established campaign.

D. N. PARKES,  
Director,  
British Fishing Federation.



Boston Blenheim — she brought the 50-mile limits message from Fleetwood.

# Guernsey's £1m year Spider warning as isle booms

GUERNSEY'S fishing industry grossed over £1m. for the first time last year and continues to expand with an export led boom.

No less than 27 times more crustacea by weight were exported last year than in 1970, according to the official report of the Channel Island's Sea Fisheries Committee.

The report reveals that fish from Guernsey now almost monopolises the French market, whereas in previous years sales had been fairly equally shared between France and the United Kingdom.

Over seven times the weight of fish, and 11 times the value of fish, was landed for sale in 1976 compared with 1970.

Credit for the increased productivity is split four ways, says the report: to the enterprise of fishermen, to the stability of the fishing industry achieved over the period, to the capital assistance provided by the States Fishermen's Loans Fund and to improved marketing, particularly by Guernsey Fishermen's Trading Co. Ltd.

Whereas a few years ago the market was somewhat selective, there is now a sale for almost any kind of fish. And it is probable that about 800 people in the island are catching fish for profit at some time during the year.

The increase in the proportion of fish exported to France during 1976 was due partly to the lifting of a levy and other restrictions on the entry of fish into France; also, difficulties in sending unprocessed fish to the UK and the existence of two locally-based fish carriers which ferry fish — mostly crabs — direct to France.

The spider crab fishery now dominates the industry in crustacea. But there is a note of warning that "too much reliability should not be put upon it for the future. It should not be forgotten that spider crabs disappeared from Channel Islands waters completely for some years after the very cold winter of 1962/63 and this could well suddenly happen again."

Since the Loans Fund scheme started in 1972, 39 were authorised up to December 31, 1976. These were granted for a number of purposes including the

purchase of radar and other navigational equipment; electronic fish-finding aids; purchase of new engines, secondhand boats and the construction of one new boat.

Most full-time fishermen use the island's major harbour, St. Peter Port, and the report emphasises that there is still no fish quay set aside for the purpose. Fishermen have to unload by hand and where they can.

As long ago as 1974 the States parliament decided to consider the matter of providing more facilities, but the situation has grown worse every year.

What few facilities there are have been eroded by yachts and the pleasure industry, says the report.

## OBITUARY

## Redcar loses Daisy Thompson

MRS. DAISY Ellen Thompson who came from one of Redcar's oldest fishing families has died in hospital aged 88.

Despite suffering for over 20 years from arthritis, Mrs. Thompson used to shell mussels for local fishermen to use as bait. Her three sons — Jack, Jim and Mark — work their cobbles Daisy Ellen from Redcar.

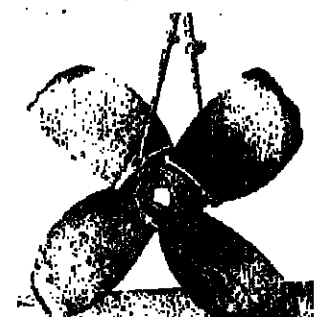
Mrs. Thompson's husband, Jack, who died in 1957, was coxswain of Teessmouth lifeboat and before her illness Mrs. Thompson took an active part in helping with

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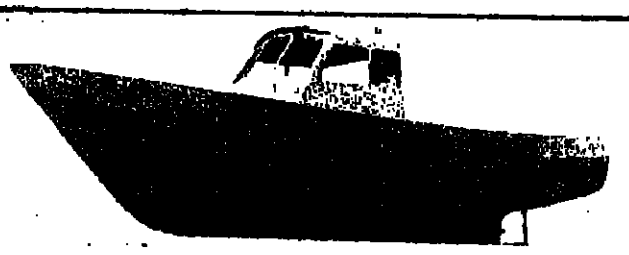
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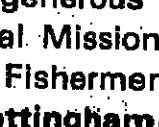
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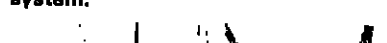


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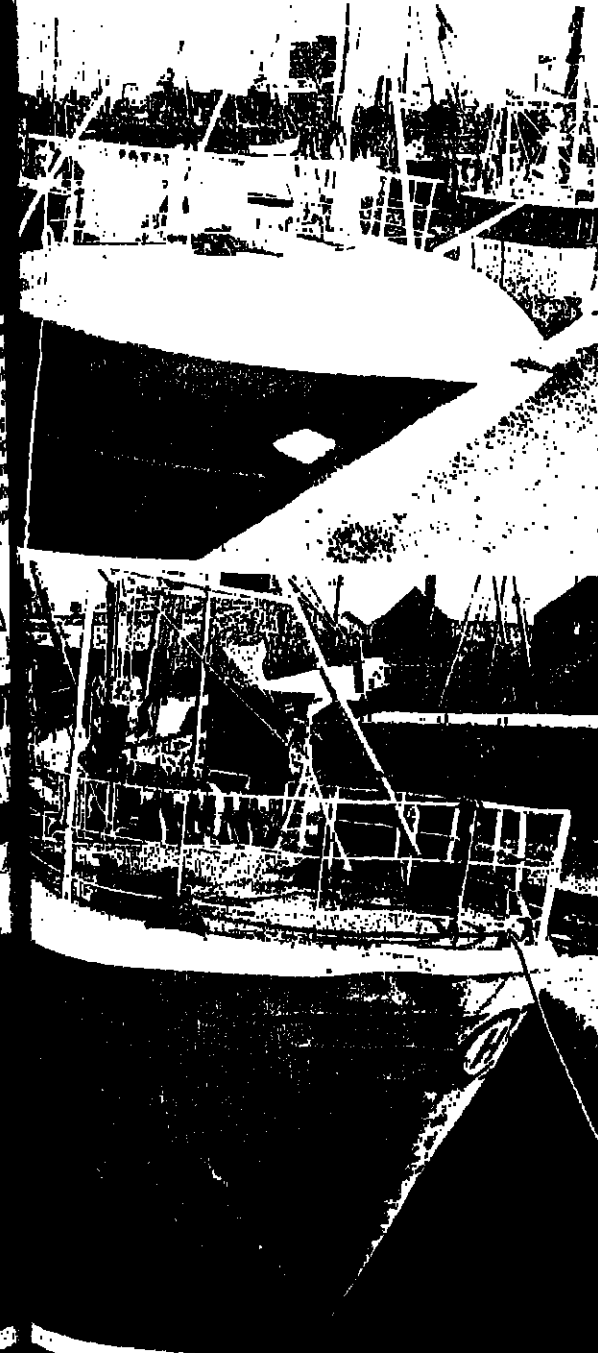
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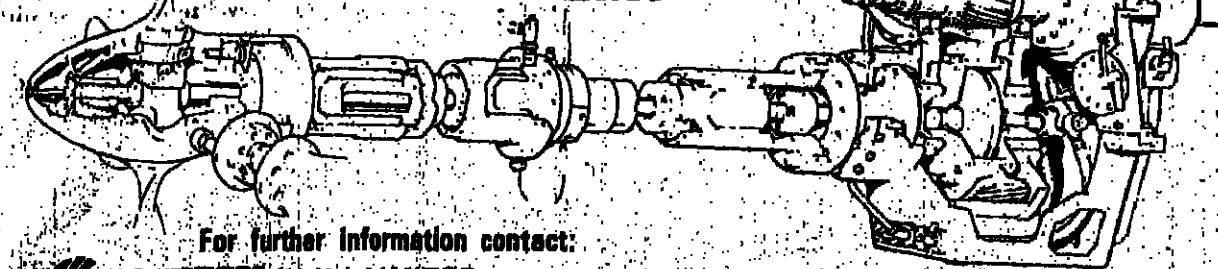
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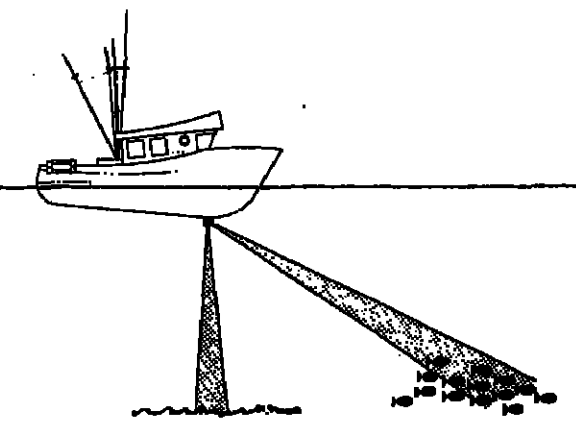
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"Please send us any information on the advantages and disadvantages of steel hulls and their liability to corrode."

### Merits

■ One of the advantages of a steel hull is that it is so strong in itself that it does not require much internal structural support, and this means that its price is comparatively low.

The strength of a steel hull is greater than others and it will withstand day to day rough treatment in harbour better. It is also immune to attack by marine borers.

Fixtures and fittings are always well attached to a steel hull and there is little risk of them being torn away by excessive strain.

The technique of welding enables alterations and/or additions to be made quickly and inexpensively and, a minor advantage, steel tube can be welded into a steel hull to simplify the process of fitting a stern tube.

The principal disadvantage of a steel hull, as you have said, is its liability to corrode unless carefully maintained. In a tidal harbour such as you mention, a hull might corrode through electrolytic action while afloat and through atmospheric corrosion when half in and half out of the water.

However, the modern methods of treating steel and affording it cathodic protection against electrolytic or galvanic action, and coating it against atmospheric corrosion can now render a steel hull practically immune from such influences.

### Sprayed

If the plates used to construct your boat were hot zinc dipped or sprayed, they would be well protected against all corrosive influences.

If zinc or magnesium anodes were fitted to the hull below the waterline, in positions recommended by their suppliers, no trouble would arise from electrolytic or galvanic action.

Such anodes are the best form of protection against possible damage caused by electrolytic action between propeller and hull, or by electric current discharge into the water from other vessels when you are in harbour.

Corrosion caused by these influences is probably most menacing of all today. When different metals used in a vessel's hull and stern gear are submerged in sea water, electro-chemical action is bound to take place between them.

The more reactive metals become anodes and the less reactive become cathodes. Local cells are formed which cause chemical action, and

## John Burgess' Log



release of electrical energy, resulting in metals becoming more reactive unless anodes are fitted which are meant to be sacrificed.

If, after being zinc dipped or sprayed, plates were coated with a zinc rich primer or epoxide resin composition, and over-coated with high performance polyurethane or chlorinated rubber paints,

they would be highly resistant to all atmospheric corrosive influences.

Provided that you then maintain these coatings properly and replace sacrificial anodes as and when necessary, there is no reason why your steel hull should not last as long as one built of wood or moulded with glass reinforced plastic.

## TRY TRAP HAULER

"SINCE THE price of lobsters rose sky-high our local grounds have just about been fished out. We are, therefore, considering exchanging our present boat for a high speed one, to work grounds further away on which we know there are still a fair number."

### Best way

"Our problem is that we have to work off a beach and we can't decide which would be the best way of powering a shallow draft boat capable of being driven at 12-15 knots. We have thought of a jet propulsion unit but the intake might fill with pebbles and shingle in shallow water. If we used a powerful outboard we should not be able to fit a hauler which is practically essential, as the grounds are in deep water."

"Moreover, the normal answer of a high-speed inboard engine would involve risk of damage to propeller and stern gear when beaching."

Which do you think would be the best way to power the boat?"

"The best way would be to use a powerful outboard and to overcome the hauler problem by fitting one of the trap line haulers which have recently been introduced and which can be run off outboard engines."

### Design

This device is designed to be clamped to thwart, gunwale, quarter-knee or transom, close to the engine, and to be connected to it by means of a drive unit which externally resembles a short length of hydraulic hose.

Fitting of a special flywheel nut is the only modification that has to be made to an engine to enable the hauler to be driven from it. No special tools and skill are required to do this.

When in position neither hauling sheave nor drive unit interfere in any way with normal operation of the engine or its steering gear.

At operation the hauler is said to work without attention

and to coil line down on its own. It will haul one pot while you are clearing and re-baiting another. And, by disengaging the line from the sheave, it will hold the pot on the surface until you are ready to deal with it. If line or pot fouls during hauling, the sheave will automatically cease to revolve.

Apart from taking the labour out of working pots in deep water, this hauler has several merits. You can use smaller diameter line than usual and so reduce expenses and you can also work pots efficiently and safely, not only when there are two of you in the

boat but when you are on your own.

Maintenance is likely to cost little or nothing as all fittings are made of stainless steel of corrosion-resistant aluminium alloy.

Trap fishermen in eleven different countries are now using the hauler and it has become remarkably popular among those in Scotland — maybe because one of them found that, single-handed in his 16ft. boat, he could haul as many as 380 prawn creels from 20 fathoms in five hours.

Full particulars about it are obtainable from Trap Fishing Ltd., 47 Mespil Road, Dublin 4, Ireland.

## HOW DO MULLET DIFFER?

"WHAT'S the difference between a rod and a grey mullet apart from the colour?"

■ There are many differences. The red mullet, and the striped mullet, which closely resembles it, belong to the family Mugilidae whereas thick-lipped and thin-lipped grey mullet are members of the family Mugilidae.

The red mullet is rarely captured anywhere in British waters other than off the coast of Cornwall, and it migrates from there to warmer waters as soon as the weather becomes cooler in autumn. It feeds principally on shrimps but also on mullets and worms. It grows to a weight of 3 lb and is said to be exceptionally good to eat.

### Rivers

The thick-lipped grey mullet (*Mugil labrosus*), the species most commonly found in British waters, has a grey-green back and a white belly, the overall effect being a silvery grey. It enters estuaries and rivers in the spring and returns to the sea about the time the first frosts occur in autumn.

The grey mullet feeds on small organisms to be found in weed, also by scraping mud bottom and extracting

## SCRATCH FILLERS

"THE HULL of my GPP boat has become badly scratched."

"Some of the scratches are quite deep; others are hardly deep enough to fill but they are unsightly and look like white chalk marks on the red gel-coat."

"I have tried using wax on the scratches and it works alright for a while until after several trips to sea it washes off."

"Can you recommend a more effective composition?"

■ If you were to apply a two-part epoxide paint to the shallow scratches, it might prove a longer lasting cosmetic than wax. Deeper scratches would be best filled with a filler such as Bondapaste, obtainable from Bondaglas-Voss Ltd, 158 Ravenscroft Road, Beckenham, Kent. Then coat with epoxide paint.

### ANY QUESTIONS?

■ IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.

## Aberdeen lab's work is filmed

A FILM of the work carried out by the Marine Laboratory at Aberdeen has been completed for the Central Office of Information.

The 25-minute film *Look to the Sea* shows experiments in finding long line baits, fish tagging and fish behaviour. It has been mainly made for groups visiting the laboratory from home and overseas, also for the fishing industry so that it can be aware of the services the lab offers.

*Look to the Sea* was made by International Film Associates (Scotland) and replaces the lab's earlier film made over 20 years ago.



George Henderson — "sorry to go".

## Berthing master retires

GEORGE Henderson has retired after being berthing master at Aberdeen harbour for 37 years.

Mr. Henderson told *Fishing News* that he can remember when herring was landed by steam drifters from Yarmouth and Lowestoft. After the last war seine net vessels began to land at Aberdeen and Mr. Henderson has seen as many as 87 seiners moored in the River Dee.

He saw the decline of sear landings because the majority of these vessels deserted Aberdeen in favour of Peterhead.

Great line vessels now number only about five, but Mr. Henderson can recall a time when 20 or so were based at Aberdeen.

The port's fleet of trawlers is now composed of motor vessels, but in Mr. Henderson's earlier days they were powered by steam.

He had many friends among local and visiting fishermen and said he is "sorry to leave them all".

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## FAROE DOUBLES BLUE WHITING HAUL TO £1M

EIGHT Faroese purse seiners have grossed almost £1 million from the spring blue whiting season. The ships landed a total of 25,000 tons of blue whiting — twice as much as last season which was the first the Faroese ships had exported the species.

Top ship was the purse seiner *Christian i Grötnum* with a total catch of 5,354 tons. Her sister-ship *Durid*, which was arrested for poaching off the Scottish coast earlier this year, was also amongst the top runners with a respectable 3,286 tons. Both ships are based in Klaksvik.

The huge stocks of blue whiting are expected to play an increasingly important role in the Faroese economy, not only as a raw material for the fish meal plant but also in swopping deals.

Icelandic ships would be allowed quotas in this fishery in exchange for Faroese access to the much-needed Icelandic cod grounds.

The blue whiting season starts around mid-April and lasts until the middle of June.

## Colne sisters hit £14,000

THE TWO Colne stern trawlers *St Patrick* and *St Phillip* were Lowestoft's top earners last week.

*St Patrick* (Sk. David Bedford) came in for a 503-kit catch — one of the best landed on the local dock in recent weeks — after a 13-day trip. The haul sold for £14,800.

Her sister-ship *St Phillip* (Sk. T. Martin) was in on the Tuesday with a 440-kit catch after 12 days to gross £14,557.

Small & Co's *Suffolk Monarch* (Sk. D.P. Smith) landed a 419-kit catch on the Wednesday after 12 days at sea which sold for £11,959 to claim third place.

Two other stern fishing sister-ships — *Talisman's Barney Queen* and *Bolby Queen* — took fourth and fifth places.

*Barney Queen* (Sk. Colin Craig) had an £11,219 grossing from 419 kits, while *Bolby Queen* with a 406-kit

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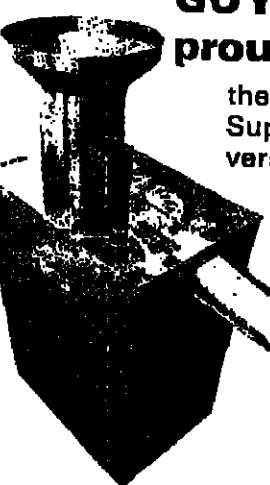
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